

SAILING DIRECTIONS CORRECTIONS

PUB 123 8 Ed 2001 LAST NM 27/03

Page 9—Lines 15 to 18/L; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. Vessels should confirm their ETA when within 30 miles of the port. Pilots can be contacted by VHF and board 0.7 mile NE of the head of Main Breakwater.

Vessels should send their ETA 24 hours and 6 hours in advance. Messages should contain the following information:

1. Vessel name.
2. Date of arrival.
3. Draft fore and aft.
4. LOA.
5. GT.
6. NRT.
7. Time in port.
8. Last port of call.
9. Next port of call.
10. Nationality.
11. Port of registry.
12. Call sign.
13. Agent.
14. Duty officer.
15. IMO number.

(BA NM 4/03)

28/03

Page 12—Lines 4 to 12/L; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. Pilots board 1 mile E of the main breakwater.

Vessels should send ETA 24 hours and 6 hours in advance. Messages should contain the following information:

1. Vessel name.
2. Date of arrival.
3. Draft fore and aft.
4. LOA.
5. GT.
6. NRT.
7. Time in port.
8. Last port of call.
9. Next port of call.
10. Nationality.
11. Port of registry.
12. Call sign.
13. Agent.
14. Duty officer.
15. IMO number.

Vessels from Abidjan should also forward a 48 hour ETA message.

(BA NM 4/03)

28/03

Page 28—Line 39/R; insert after:

Okono Terminal (3°59'N., 6°18'E.), a CALM buoy and an FPSO tanker, is located about 25 miles SE of Field Point. A pipeline runs from the platform NNW to the coast.

Pilotage is compulsory. Pilots are available from sunrise to 1500. Pilots board in the anchorage area 2 miles N of the terminal.

A current meter is situated close SW to the platform; a wave recorder is 5 miles SSW of the platform.

The terminal can be contacted 24 hours on VHF channel 8; VHF channel 72 is used during vessel operations.

Vessels should send their ETA 72 hours, 48 hours, and 4 hours in advance to the terminal. The 72-hour message should contain the following information:

1. Vessel name and call sign.
2. ETA.
3. Cargo requirements.
4. Deballast time.
5. Maximum loading rate in barrels per hour.
6. Estimated draft on arrival.
7. If any sickness onboard or clean bill of health.
8. Last port of call.
9. Port of destination.
10. Summer deadweight.
11. Port of Registry/Country.
12. Master's name.

13. Any hull, bulkhead, valve, or pipeline leaks on the vessel that could negatively affect loading or cause pollution.

14. Distance in meters from bow to the tanker's loading manifold and from the port rail to the manifold.

15. Confirm that the vessel is fitted with a bow chain stopper.

16. Advise if the bow chain stoppers are suitable for the terminal's 76mm mooring chain.

17. Acceptance and compliance with these Okono Terminal User Regulations and Procedures.

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28/03

Page 29—Line 57/L; insert after:

Yoho Terminal (4°00'N., 7°28'E.) consists of an FPSO moored about 30 miles SE of Field Point.

Yoho is a 24-hour terminal that is open at the discretion of the pilot. Berthing is only permitted during daylight hours; unberthing can be anytime. Vessels will be moored in tandem, bow to stern. Loading is done by a floating hose from the FPSO to the tanker.

Tugs and line boats are available to assist. A large tug will be secured to the stern of the tanker for the entire loading operation.

The vessel's mooring tackle should comply with the Oil Companies Industrial Marine Forum requirements.

Tankers up to 350,000 dwt can be loaded at a maximum rate of 7,000 cubic meters/hour.

Pilotage is mandatory. Vessels will board the pilot either at the anchorages or where directed.

There are two anchorages. Yoho South is a circle with 1,700m radius centered on position 3°58.7'N, 7°33.0'E. Yoho North, a circle with a radius of 1,700m, is centered on position 4°06.6'N, 7°31.3'E. Obstructions and abandoned wellheads may lie outside these areas.

An abandoned wellhead is reported to be in position 3°59.6'N, 7°32.9'E.

For ETA procedures and times see Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

All vessels must comply with the recommendations published in the current issue of the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

In addition, vessels loading crude must comply with the Yoho Terminal regulations and any restrictions imposed by local government.

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28/03